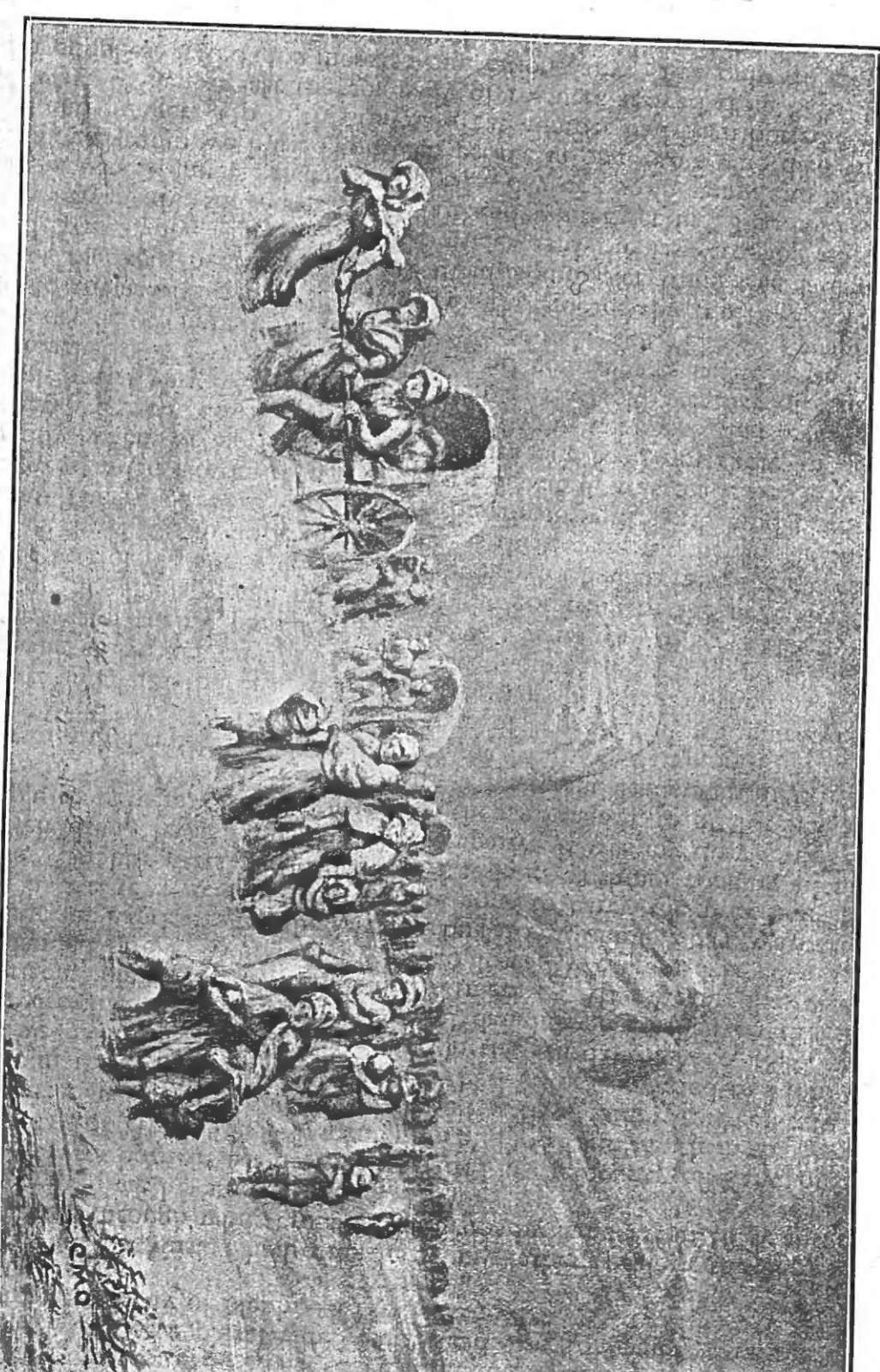


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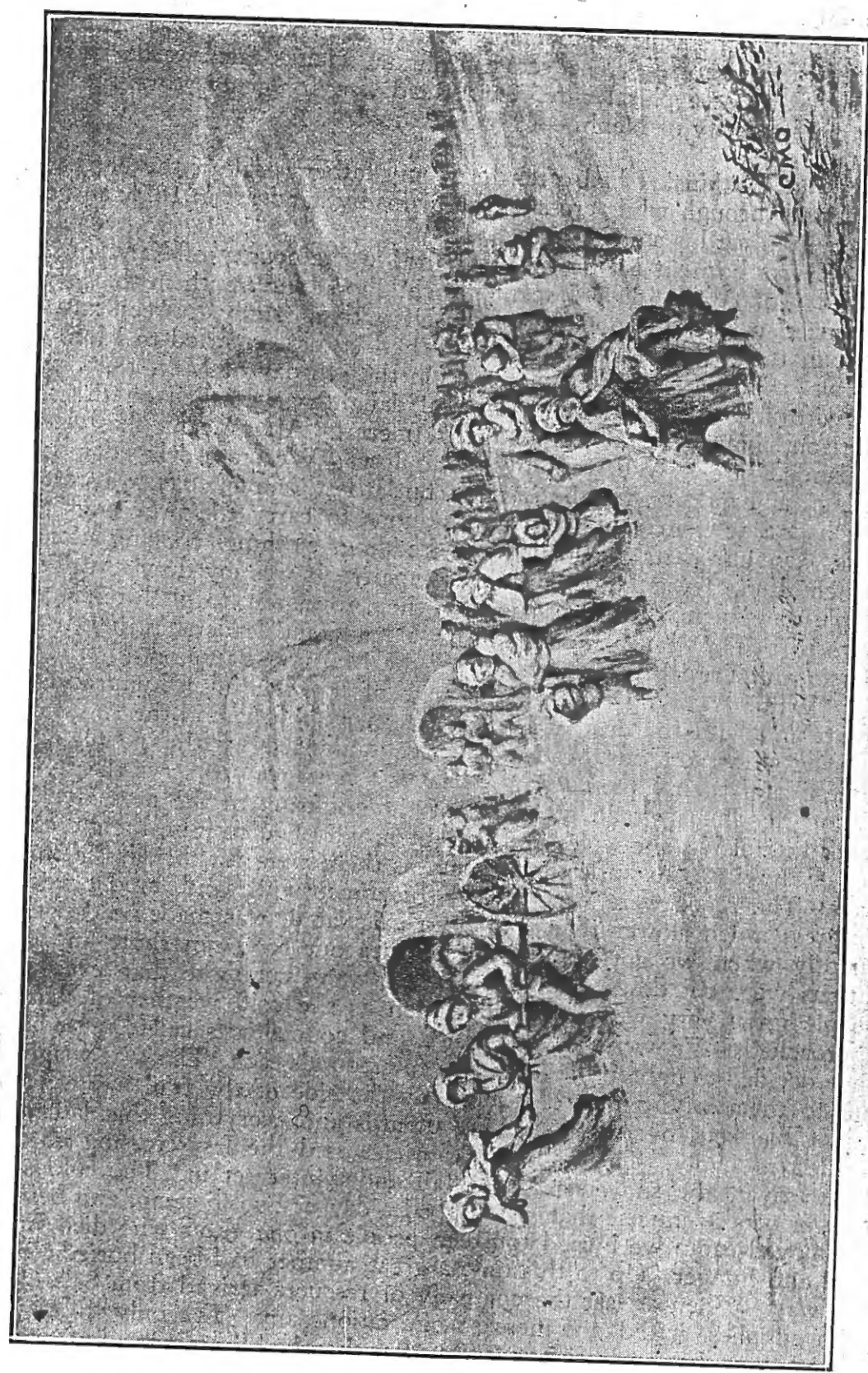


Facing the Storm.

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Facing the Storm.

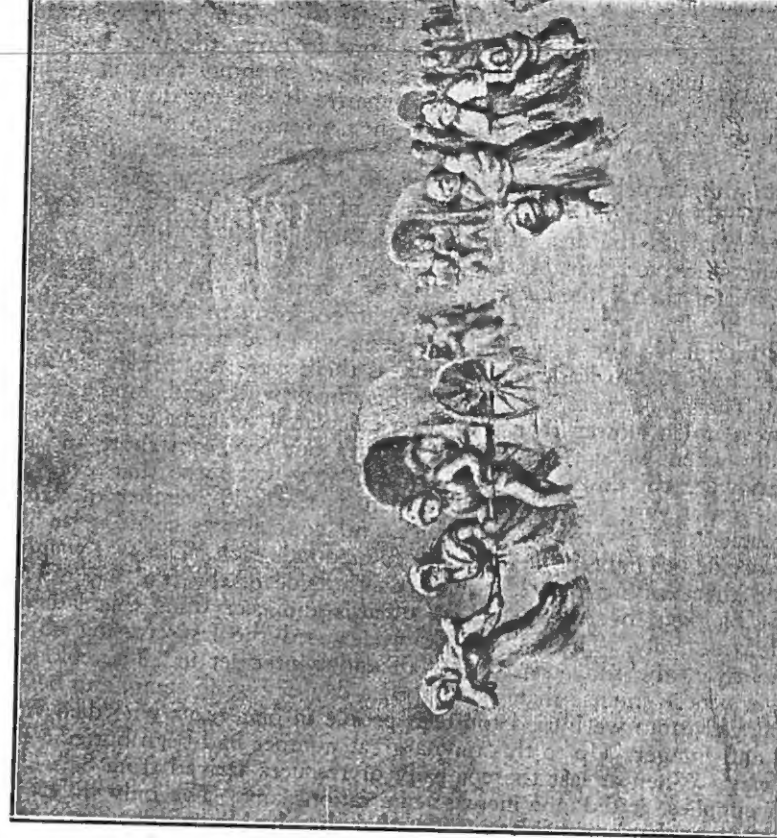
Provisions and wagons reached them at this point and those who were ill rode in the wagons into the Valley. They reached Salt Lake City the last day of November, 1856, but the following morning Margaret Ann's father passed to the great beyond. Her sister Jane's toes were frozen and she was unable to walk for nine weeks.

Margaret went to work at the home of Mr. Henry Clegg, and on August 14, 1857, she married him in the old Endowment House. To this union eleven children were born. They lived in Salt Lake; later they settled in Springville. This young pioneer woman went through many hardships. She helped dig post holes, build brush fences, and at night she did sewing by candlelight. In 1872 Margaret and her husband moved to Heber City. One time when she was very old she had the privilege of riding in an airplane. She was very proud of the fact that she had ridden in all kinds of vehicles from the handcart to the airplane.

—Ethel Johnson.

Samuel Read and wife, Elizabeth G. Quilly, and their four children, Alica, Samuel, Quilly and Walter left England on the ship "Horizon." Arriving at Iowa City, they joined the handcart company of Edward Martin. The Reads were wealthy, so they stored or sold their goods and many possessions. Mrs. Read invested some means in medicine and first aid equipment, as she was gifted in taking care of the sick. At Florence, Nebraska, her youngest son, Walter, eight years of age, took a ride with some strangers. When he was missed, the father and oldest son stayed behind to hunt for him. Mrs. Read and her two girls went on, thinking the father would soon follow. A year passed before Walter was found. Mrs. Read and her girls pushed on and managed the best they could, as Mrs. Read was needed to help with the sick of the company. When word came to Brigham Young of the distress of the company caught in the snows of the early winter, he sent aid to them. One of these men was Ephraim Hanks. The handcart pioneers thought he was an angel sent to them.

Two prophecies had been made in the company that were fulfilled.



Facing the Storm.

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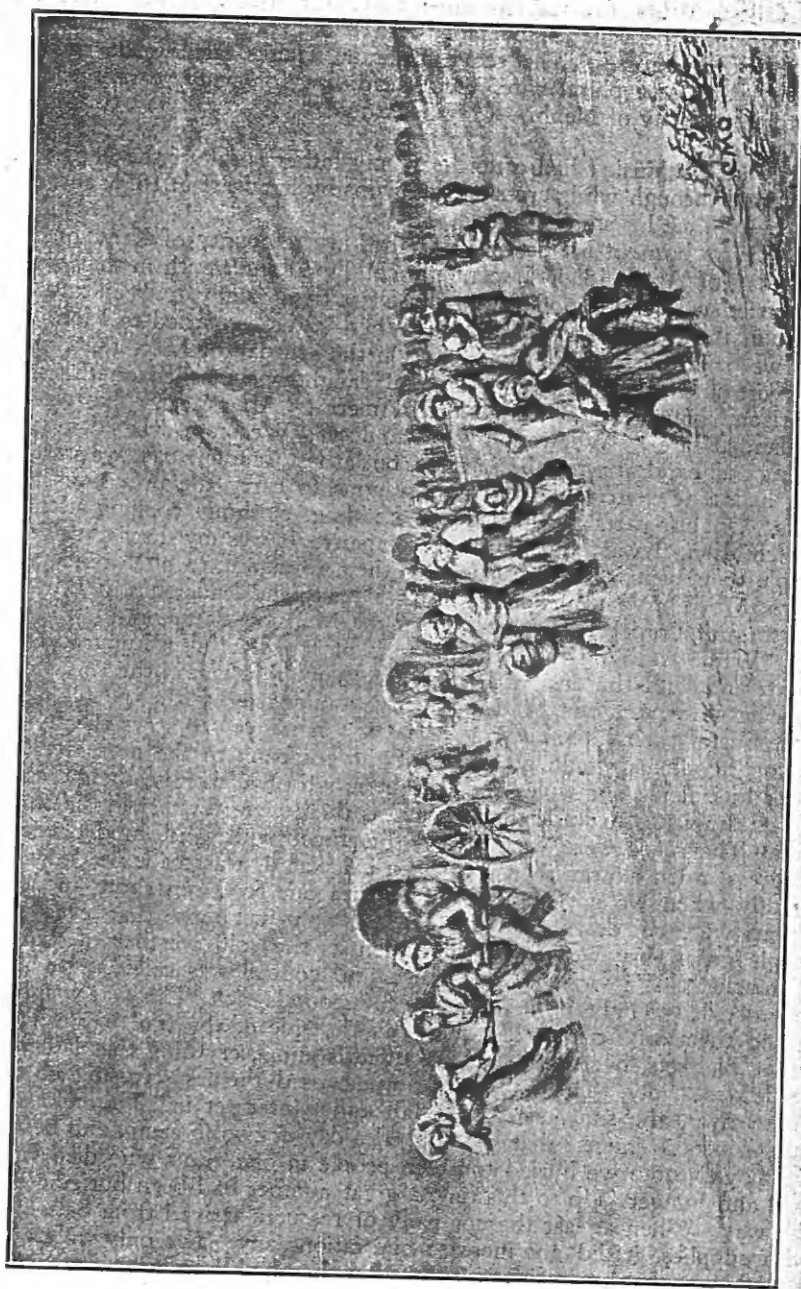
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Facing the Storm.

handcarts were ahead and Margaret did not know what had happened to her father until they reached camp that night. Although her poor feet were aching, she went back three miles but could not find him. There was another camp in another direction. John Griffiths saw their tracks and crawled on his hands and knees in the deep snow to their camp. That night at eleven o'clock two men took him to his own division.

When they were 50 miles on the other side of Devil's Gate, deep snow and cold weather forced them to camp. Because the only food in the camp was four ounces of flour a day per person, many of the courageous pioneers died at this camp. One of these was Margaret Ann's twelve-year-old brother, John.

When they reached Independence Rock, they were forced to remain for a week. At this place another member of her family passed away. This was her six-year-old brother, Herbert, who was frozen to death. Provisions and wagons reached them at this point and those who were ill rode in the wagons into the Valley. They reached Salt Lake City the last day of November, 1856, but the following morning Margaret Ann's father passed to the great beyond. Her sister Jane's toes were frozen and she was unable to walk for nine weeks.

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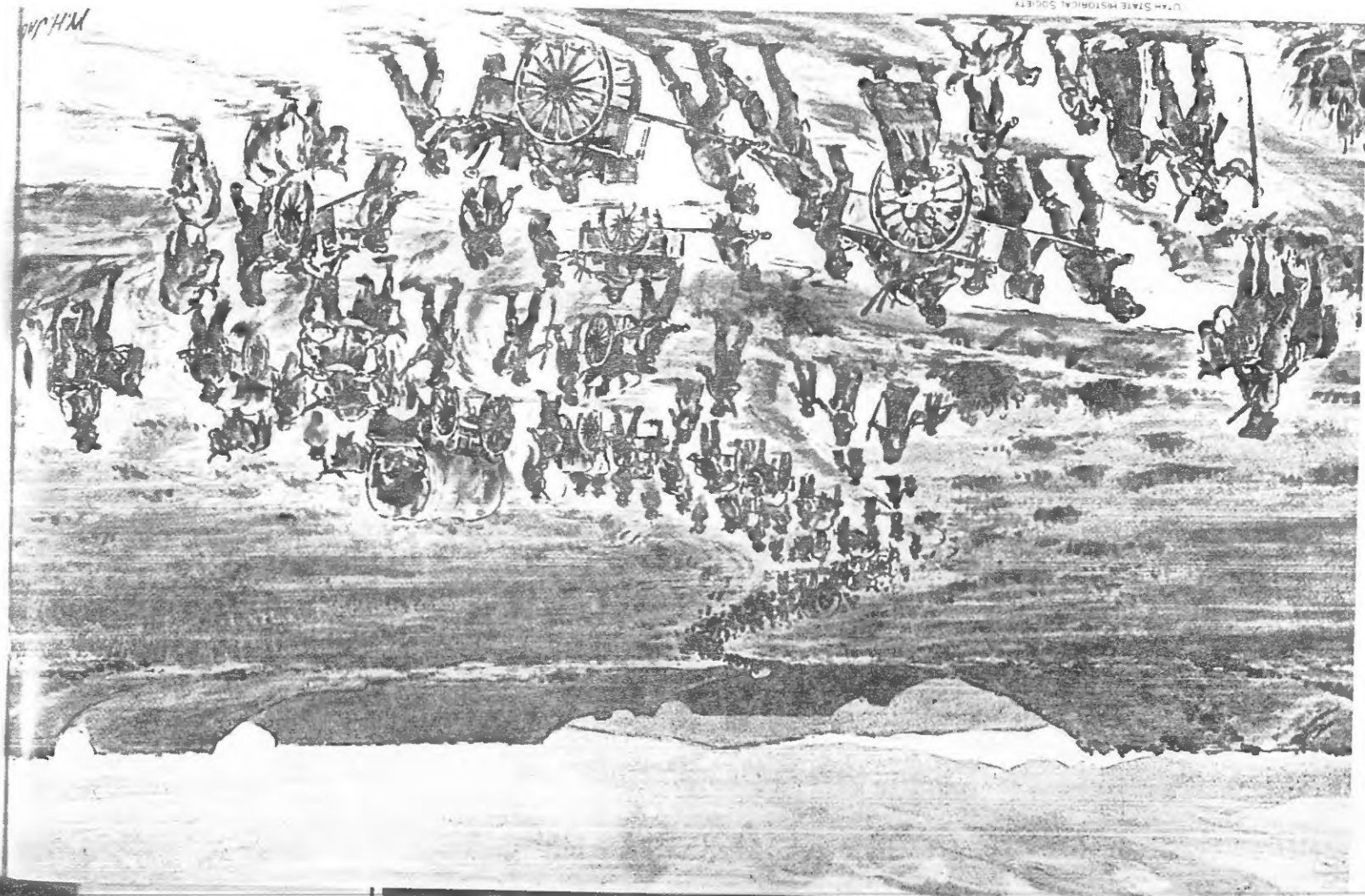
Two prophecies had been made in the company that were fulfilled.

Without means and anxious to join the Saints in the Salt Lake Valley, hundreds of Mormons walked the plains from the Missouri pulling belongings in two-wheeled handcarts. William H. Jackson paints such a handcart company enroute.

voices came to the fore. Young's patience stretched to the breaking point and on May 29, out on the trail, surrounded only by the wilderness and isolated from their persecutors, the leaders charged:

"We are beyond their reach, we are beyond their power, we are beyond their grasp, and what has the devil now to work upon? Upon the spirits of men in this camp, and if you do not open your hearts so that the spirit of God can enter your hearts and teach you the right way, I know that you are a ruined people and will be destroyed and that without remedy, unless there is a change and a different course of conduct, a different spirit to what is now in this camp. I go no further. . . . Suppose the angels had witnessed the how down the other evening, and listened to the how have you, would they not be ashamed of it? . . . Now let every man repent of his wickedness, of his follies, of his meanness, and every kind of wickedness, and stop your swearing and profane language, for it is in this camp and I know it, and have known it. . . . I now tell

The cabin of trapper Miles Goodyear stood in the Ogden area pioneers purchased it in 1847. It stands today in Ogden Park.



and freedoms of the Constitution of the United States. They so declared themselves, and the Stars and Stripes early flew over their valley fort. It was a highly disciplined pioneer company that entered the valley in July 1847. Before they set out from the Missouri, Brigham Young had advised: "Let the companies be organized with captains of hundreds, captains of fifties and captains of tens, with a president and his two counselors at their head, under the direction of the Twelve Apostles."

Young's instructions covered numerous details.

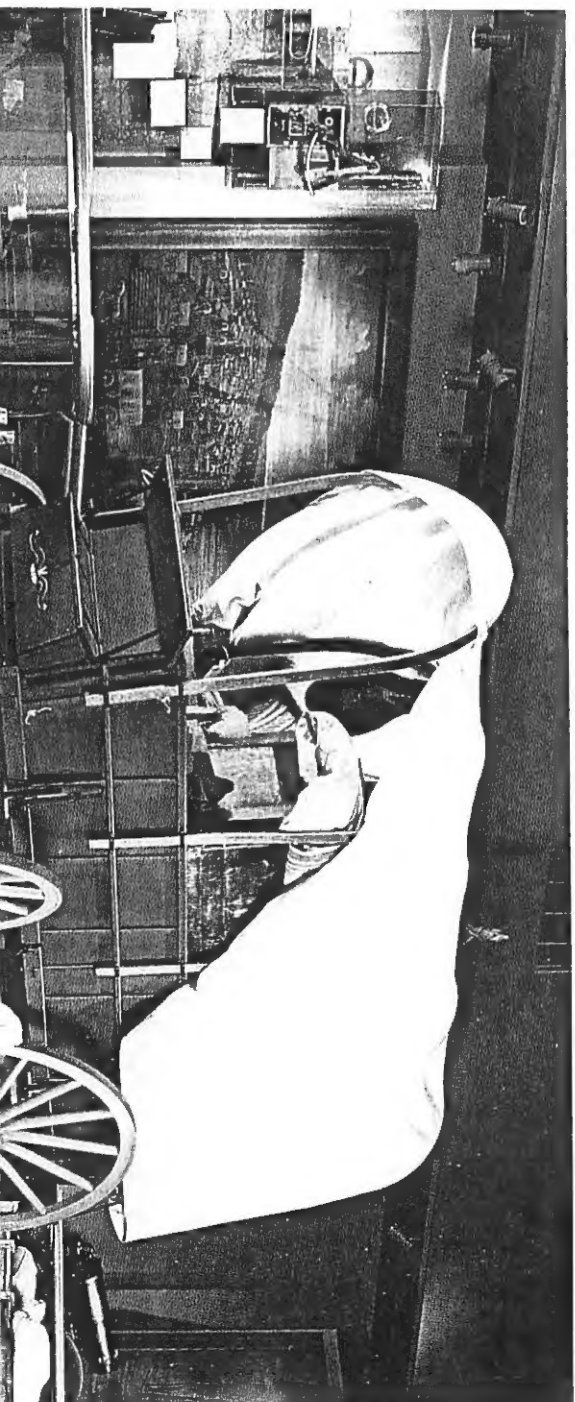
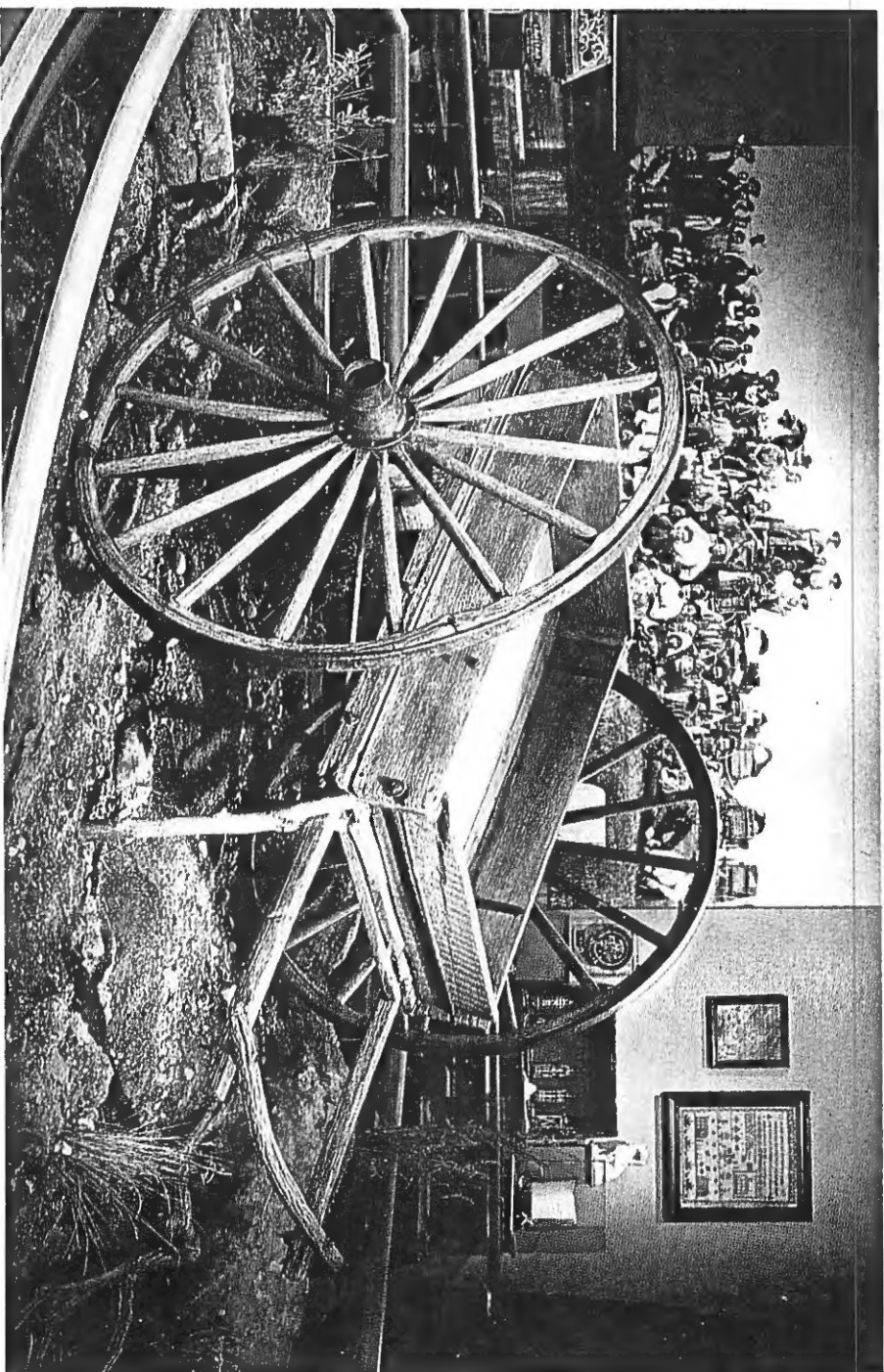
This prophetic declaration, shortly to be evidenced by hundreds of marked and unmarked graves along the Mormon trail from Nauvoo to Salt Lake City, provided spiritual motivation for the westward march when it once began. As he led the first pioneer wagon train west from Winter Quarters, Iowa Territory, in 1847, Brigham Young continued to seek all possible information. Along the way were experienced western travelers who gave him first-hand facts, Father De Smet, Moses Harris and even the somewhat messianic Jim Bridger helped convince

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Handcart replica trail-worn for display r display

*Cart is pulled
across rolling
hills of Iowa*

20 July 1996

BY DELL VAN ORDEN
Church News editor

COUNCIL BLUFFS, IOWA

When the new Mormon Trail Center at Winter Quarters, across the Missouri River in Omaha opens next April, it will house an authentic replica of a handcart. But it won't be a handcart that goes directly from the builder to the visitors center; it'll be well-worn, one that was pulled and pushed 300 miles across the rolling green hills of southern Iowa.

The handcart was one of several handcarts included in the sesquicentennial wagon train that followed the Mormon Trail as closely as possible from Nauvoo, Ill., to Council Bluffs, Iowa. The wagon train was part of the 150th anniversary commemoration of the trail, as well as the statehood of Iowa and the founding of Council Bluffs. (See July 13 *Church News* for article and pictures on the wagon train.)

Sixty-two-year-old Montell Seely, a Castle Dale, Utah, a cattle and sheep rancher, led the handcart trekkers as they inched their way across what was once the frontier of America that their ancestors traversed in 1846. However, few, if any, handcarts ever left Nauvoo. The first handcart company left Iowa City, Iowa, in 1856. Iowa City was the starting point for the handcart companies because by that time it was the terminus for the railroad.

The Church-owned handcart was built by Steve Pratt, a craftsman who lives in the Cove Fort, Utah, area, who replicates historical artifacts after researching pioneer letters and diaries. In addition to the



Photo by Dell Van Orden

On Iowa trail, handcart trekkers Chuck Bennett, left, Montell Seely and his children, Janell and Mark, stop for a welcome lunch break. The handcart will become part of a display at the Winter Quarters visitors center.

handcart, other replicas of Brother Pratt's that will go into the Winter Quarters visitors center include a covered wagon and a working odometer.

On the Iowa trail, the wagons and the handcarts both pulled out of Montrose, Iowa, on June 24, but traveled different routes to reach their destination in Council Bluffs. Each night the two groups camped together near one of the communities along the way. At the trail's end on

the campus of Iowa School for the Deaf in Council Bluffs, they were applauded and cheered by several hundred well-wishers and curious on-lookers who turned out with cameras and camcorders to record the arrival of the modern-day pioneers as they came into town on July 12. The wagons rolled into camp only a few minutes before the handcarts did.

"I am extremely thankful to be able to do this," said Brother Seely on the final

night of the trek, as he relaxed on a farmer's lawn near the old Mormon community of Macedonia, some 20 miles east of Council Bluffs. As he talked, the music of a bluegrass band filled the night air. It was a time of celebration.

As the train passed through the communities of southern Iowa, townspeople would come out and greet the train and cheer the participants on. When the train

Continued on page 10

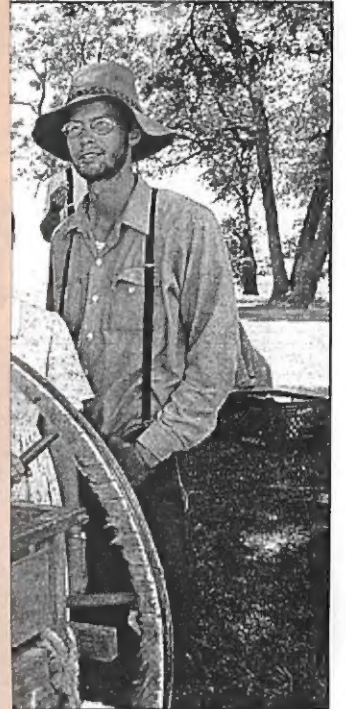


Photo by Dell Van Orden
and Mark, stop for a welcome

n, yes'

d Janell.

alking the entire distance and Taylor Hurst, a father and rs from Indianapolis, Ind.

Seely said the handcart group out 20 miles a day. They trav- ay except Sunday. The usual to be in bed by 10 p.m. after rs had left. They would get and be on the trail by 6 a.m. several days to avoid the roup got up at 1 a.m. and r carts by moonlight. The ld have prayer night and

Seely said the reaction of e as they came through the mmunities "was fabulous. I out a word in the English lan- xpress the welcome and how people in Iowa loved the

omes were warm and friendly. e such welcome, Brother Seely is approached by a man who "I am sorry your people didn't receive this warm of a welcome in 1846."

totally exhausted as the pioneers must have been.

either go the whole distance or any portion of the trail. Many came out for just a

company in 1856. Youngest of the Seely family to make the entire trip was four-

receive this warm of a welcome in 1846."

and Nebraska and the city of Omaha, the since were placed on Interstate 80, and